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SECRET - 2 -25X1 6. Construction work was being done on shrapnelproof aircraft revetments, including four on the southern edge of the landing field parallel to the railroad line.2 7. At 1 p.m. on 19 November, four red lamps located in groups of two at the eastern edge of the field were observed beaming their light toward the eas'. Fetween the two groups, there was a large space about the width of the runway. the four red lamps were turned of while 25X1 four green lights flashed up at the same spots. At the same time, a searchlight was in operation at the outer edge of the southern corner of the field. It flasted up three times while rotating to the east or southeast. Subsequently, all the lights except two small red lights, one on the hangar and the other one on the smokestack of the paper factory, were switched off. In late November, six searchlights on masts about 3 meters high were erected along the northern edge of the landing field as far as a point about in line with the woods outside the field. 8. On 29 November. the lead-in of the radio installation 25X1 along the road to Elsterwerda extended between the first and second masta into the southern building, while the lead-in between the second and third masts hung loosely, its end being coiled. almost every day after about 9. 25X1 mid-November, several cars loaded with concrete plates, 1 meter square and 10 cm thick, were dispatched to the field. 25X1 10. No air activity was observed at the field between 13 and 15 November on 20, 21, and 29 November, and between I and 4 December. on 17 November, three swept-back jet 25X1 fighters were counted at the field. 1 11. During the second half of November, large-scale construction work was under way on the shrapnelproof aircraft revetments just east of the hangars and east of the fuel dump on the northern edge of the field. Motor vehicles with drivers wearing black-bordered blue epaulets were observed at 25X1 the field. Comment. Grossenhain airfield is occupied by the headquarters of a 25X1 fighter division and two fighter regiments. There was considerably less air activity at the field after the fall maneuvers and because of the unfavorable The observations 25X1 made on 10 November indicate that some pilots are apparently trained in irs trument flying. On this day, instrument landings were probably practiced. Comment. 25X1 . Wost of the shrapnelproof aircraft revetments are located in the northeastern section of the field. 25X1 Comment. The times probably are to mark the runway after a snowfall and possibly serve as auxiliary means for the pilots when estimating the altitude of the landing plane over the field. 4. 25X1

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believed that the flight control station operates the red and oreen lights.

main entrance to the field from the road to Elsterwerda.

The landing lights were probably tested on this day. It is

Comment. The radio installation of three concrete masts is located at the

25X1

25X1

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Comment. It is believed that these concrete plates are used for covering the floor of the shrapnelproof aircraft revetments. The arrival of such plates, each 60 x 65 cm and 10 cm thick,

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Tlates are allegedly manufactured in the Rumerohr concrete moulding plant.

25X1

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